



UN-SCRAMBLE



The Official Newsletter of the Valiant Air Command, Inc.
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1st Quarter Review - January, February, March 2018

February Fly-In Breakfast was well attended by fly-ins and drive-ins



Taxiway and ramp was full with a wide variety of aircraft



Wayne & Nancy Siewert were surprised on a recent visit to the VAC Museum



Aerotech Models Inc. was a manufacturer of WWII Radio Controlled model aircraft kits, they had a P-51, P-47 and Japanese Ki-84 available for building. Wayne Siewert was the manufacturer of this very P-47 Kit for David Gianakas and communicated with David during his construction of the kit. It was a real surprise for him to see his model completed and on display at the Valiant Air Command Warbird Museum.

MUSEUM AND GIFT SHOP - OPEN 7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$20.00 - Senior or Military \$18.00 - Students 13 to 18 years old \$10.00

Children 5 to 12 years old \$5.00 - Children under 5 years old FREE - Special Group Tour Rates Available

Statement of Purpose

The Valiant Air Command was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research and Warbird restoration, to serve as an educational tool for young and old alike; and to assure that the memory of those who gave their lives in service to their country shall not perish.

501 (c) (3) Non-Profit Organization Museum Recognized by the Internal Revenue Service

Future Events • 2nd Quarter • 2018

May 12
May 15
June 9

Fly-in Breakfast 8-10:30am
12 Noon BOD Meeting
Fly-in Breakfast 8-10:30am

June 19

12 Noon BOD Meeting

Check the VAC website for last minute changes and/or additions. www.valiantaircommand.com



Commander's Report

Norm Daniels, Commander
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I am fortunate to be a member of the Valiant Air Command Warbird Museum. As Commander of the VAC having a core group of volunteers who do the impossible from guiding visitors through our hangars answering questions about our aircraft collection, the restoration team who believe that "everything is in the details" when bringing an aircraft from disaster to display condition, the team of aircraft and ground equipment crew who somehow manage to keep our ageing tugs, forklifts and crane running, our group of graphic designers and curator who create ads and displays.

Already this year we have received many unsolicited accolades from visitors around the world complementing us on the quality of our stable of aircraft and the knowledge of our museum guides.

The number of members who have renewed their membership is amazing as well the number of new members who have joined the VAC.

By the time you read this, we will have mounted our 41st consecutive air show this year held in April; the list of performers and performance teams will supersede prior air shows. Next year 2019, the Space Coast Warbird AirShow will be March 15 – 17.

By invitation, we are planning to take our C-47 Tico Belle to Normandy to commemorate the anniversary of the Normandy invasion. A great deal of prep work is required to make this mission possible: upgrades in radios and navigation equipment, spare parts, life safety equipment and pilot certifications are in the works.

Financially the VAC is in excellent condition due to increased visitation and increased sales made in our Gift Shop during the first quarter. Thanks to our guests and the dynamic Gift Shop Team.

Donations from members, friends of the museum and sponsors have increased over prior year.

The Volunteer Board of Directors and 451 active volunteers sincerely appreciate all members comments and financial support.

VAC welcomes "Rosie the Riveter"



February 8, the Warbird Museum had the privilege of welcoming Mae Krier, representing the Rosie the Riveter organization for the millions of women whose efforts to build the war materials

needed in World War II were so vital to Allied victory and whose courage and initiative reshaped the society they represented. Mae, a teenager at the time, traveled to Seattle, Washington, to build B-17 and B-29 bombers in Boeing's sprawling bomber assembly plant.

Mae has been attending the Women in Science and Engineering Symposium, and has been an inspiration to everyone she's met. She was a guest of the 45th Space Wing for Tuesday's SpaceX Falcon Heavy Launch. Her Thursday visit to the Warbird Museum allowed her to see its collection of aircraft and memorabilia, but especially to visit with the Museum's restoration team while they worked, practicing many of the same skills that Mae learned and performed nearly 75 years ago

New sign at the restoration hangar



1st Quarter - Jan, Feb & Mar
Submission deadline - Mar 25th NL Published - April 1st
2nd Quarter - April, May & June
Submission deadline - June 25th NL Published - June 30th
3rd Quarter - July, Aug & Sept
Submission deadline - Sept 25th NL Published - Sept 30th
4th Quarter - Oct, Nov & Dec
Submission deadline Dec 24th NL Published - Dec 31st

Please note:
Items submitted after the submission deadline will not be published or will be published the next month if applicable.
The Editor reserves the right to not publish submitted items.



Executive Officer's Report

Bob Boswell, Executive Officer
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Spring continues to be a busy time for the VAC. Most of our focus was on preparation and production of the 41st annual Warbird Airshow. To better identify the location of our show, especially to out of towners, the name was changed to the "Space Coast Warbird AirShow", corresponding to our location on the Space Coast of Florida and at the Space Coast Regional Airport. We are already working on the 2019 show to be held on 15-17 March.

This year the Tora Tora Tora reenactment of the bombing of Pearl Harbor with 8 Japanese Zeros and our Doolittle Raid on Tokyo carried out our theme of honoring those who served in the Pacific Theater during WW II.

A little more than four months after the Japanese attack on Pearl Harbor, Lt. Colonel Jimmy Doolittle, Pilot in Command in the lead Mitchell B-25 with 15 other B-25s successfully bombed Tokyo Japan after taking off from a Navy carrier USS Hornet. Lt. Colonel Dick Cole, his Co-Pilot on this historic

mission, now 102 years of age was our Grand Marshall in the Military Vehicle parade to start the show on Saturday.

The weather was good for this 3-day advent as we filled skies with over 35 Fighter, Bomber, Reconnaissance and Transport aircraft. Over 75 military static aircraft were on display for the public. The spectators leaving at the end of the show seemed happy and provided only positive comments about the show.

Looking forward we have many events scheduled to be held at the Warbird Aviation Museum through December. The second Saturday of each month we have our catered fly-in breakfast form 08:00 to 10:30. You can fly-in, drive-in or walk-in. Bring a friend and show off your museum.

Our annual Veterans Weekend Open House will be November 10-11. This is a great family event as we honor the Military and Veterans. As always, we could use volunteers to help.



Diane Pierce Frazier,

Diane Frazier passed away on February 15, 2018 at the age of 88. Diane was born on May 31,



1929 in Hartford, Connecticut. She was the daughter of Nathan and Mary Pierce. Diane is survived by her husband of 63 years, Robert H. Frazier and their children, Laura Bullock (Doug), Beth Clarke (Tom), Jean Crocker (Les), and Robert Frazier (Maureen), along with 13 grandchildren and 10 great grandchildren to whom she is affectionately known as "Crazy Grandma Diane." She was preceded in death by two sons, William (Billy) Frazier and Richard (Ricky) Frazier.

Diane was a Lifetime Member of the Valiant Air Command; she will be missed by all.

In lieu of flowers, contributions can be made to the Special Olympics or the Valiant Air Command Museum in Titusville, Florida.



Operations Officer's Report

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Tico Belle is still down for much-needed maintenance and as a result we were not be able to participate in our air show or Sun N Fun in 2018. We are hoping that later in April we will start flying again to attend some of the upcoming air shows planned, such as MacDill and Vero Beach.

Although we are not flying, the operation folks have been busy with preparations for Normandy. The Normandy committee members are divided into different groups working hard with those necessary areas that need to be addressed before we head across the pond in 2019.

Here are the winners of the Valiant Air Command Door Prizes at the 2018 Taste of Titusville.

Gift Bag: Erin Baker

2 - 2018 Space Coast Warbird

AirShow Tickets: Charles Parrish

2 Admission Tickets to the Valiant

Air Command Warbird Air Museum:

Ron Forte

2 Admission Tickets to the Valiant

Air Command Warbird Air Museum:

Chuck Minish



Andrew "Andy" Kidd,

Andy Kidd passed peacefully on April 18, 2018, surrounded by his loved ones after a mercifully short illness.



The Valiant Air Command would like to express our deep and sincere condolences to the family and friends of Andrew "Andy" Kidd.

Andy was an invaluable volunteer and member of our restoration team as an A&P Mechanic working on both the TBM and Tico Belle. He would also assist with many of the special events that were hosted at the Warbird Museum as well as the Warbird AirShow. Though retired, Andy spent countless hours at the museum assisting in any way possible.

He will be greatly missed by all at the Valiant Air Command.

Lester Badger, a long-time member and volunteer passed away on March 20, 2018. Those of us who knew Lester remember him as being at the museum almost every day working in and around the hangar and especially working on our T-33 Shooting Star aircraft which he and a few others assembled once it arrived at the Valiant Air Command Museum in many pieces.

Last week Lester's brother Ted and his wife Donna came to the museum to present us with 2 unusual prints and 1 painting depicting warbirds in action. Also presented was a case containing many pictures Lester had taken over the years of our aircraft and visiting aircraft. In addition, Lester bequeathed to the Valiant Air Command his VA insurance benefits.

His brother, Ted and his wife Donna provide missionary services in various Central American countries and in Cuba. They have agreed to send us some narrative about their important work.

February Hot Dawg Day



l to r: Patti Champion, Pat Kerr



l to r: Shirley Juhl, Tamarah Stewart

Gift Shop News

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Spring has sprung! Celebrate Earth Day by checking out our Used Book selection that is always getting new donations or see what else has been donated and looking for a new home. Celebrate Administrative Professionals Day by choosing from our jewelry selection, gift a museum pen, a puzzle or game for hours of fam-

ily enjoyment, or purchase a gift certificate. Let's not forget Mother's Day or Father's Day – hats and cats and mugs, oh my! Memorial Day and Flag Day will be a perfect opportunity to show off a hat, patch, keychain or t-shirt that shows the world you honor sacrifice and country. Each month, the Gift Shop also features select items at 20% off, so if there's a birthday or other occasion coming up, you might find the best deal in town!

Anita, Louise, Lorraine, Rich

2018 AirShow Souvenirs available at the Gift Shop

2018 AirShow Shoulder Patch



2018 AirShow T-shirts • going fast, not all sizes left!



2018 Tote Bags





Maintenance Officer's Report

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In this first quarter of the year, I've determined that there is only twenty four hours in a day. A lot has been done and lots more yet to be done. But that being said, we are enjoying the accomplishments that we have made and have had fun doing them.

Our C-47 is currently going through an intensive 100-hour inspection which is taking longer than we had envisioned. But the end results are that we will be one hundred percent satisfied that our aircraft will be in excellent shape for VAC requested flight requirements. We have sent out both propellers for overhaul and they are now returned and hanging on the aircraft, replaced the cylinder and completed both engine compression and valve clearance checks along with inspections in many areas of the aircraft. Left aileron removed for new fabric covering and the list goes on and on. Much more work yet to be done.

Work on the TBM Avenger continues with the extensive

inspection of the airframe and the engine. We have removed all cylinders and they are on the way to an overhaul facility. We have also sent the propeller for its inspection compliance. We all are waiting for the day when we can do our run-up checks and of course flight checks. All we need is patience and manpower.

F-100, yep. it's getting closer to its completion, painting is ninety-nine percent done minus touch up's. After showing her off at the airshow. we put her back into restoration for decals along with its missing parts that still need to be installed. One day soon it will be completed where it gets moved out of the restoration hangar to its new home in the Vietnam hangar where she can stand tall telling her story among her sister ships.

H-13D1, Bell 47, M.A.S.H. 4077, some call her the Baby Huey, take your pick. We have completed its initial inspection with successful engine run-up checks. She is in the Vietnam hangar looking real sharp, my vote, the most beautiful bird in

the hangar, would ask her for a date, but I am sure I would be turned down. You need to come and see her. What we need now is to have a M.A.S.H. tent displayed next to her.

We have received two UH-1 Huey's (front fuselage bodies only) for us to make up a simulator for our visiting young adults and our kid adults. The plan is to make it as realistic as possible to show off its history for all to learn and enjoy. Our other UH-1 is still under inspection and hopefully, a run-up check by year end. After that, it still has a long way to go.

In Restoration, we still have aircraft being worked on and have many waiting in line for their turn. F-11, B-52 nose section, OV-10, S-2 Tracker, Fuga, F-101 Voodoo, the list goes on and on. Can't say enough for our restoration/maintenance volunteers who have endless skills and dedication in getting the work done. Always asking what's next. Whenever you are able, drop in and check out their work and don't forget to thank them for their dedication. You never know, you just might want to roll up your sleeves and get a little dirt on your hands. You would be more than welcome.

H-13D1, Bell 47 completes a successful engine run-up



Engine smoke on initial start up



Mid-way through engine run up

T-2C Buckeye

Dr. F. J. Erik Kramer, VAC Historian

The T-2C Buckeye is a tandem-seat carrier based all-purpose jet trainer whose mission was to train Navy and Marine corps pilots and Naval flight officers. It has served the Navy for 56 years, the vast majority of those years working as the service's intermediate jet trainer. Thousands of Naval Aviators and Naval Flight Officers were introduced to jet operations in the T-2 over the years, with many pilots making their first carrier landings in this jet. Now, with just a few remaining in service at Naval Station Patuxent River, the T-2 Buckeye is finally leaving the inventory once and for all. It entered service in 1959 and was fully replaced by the McDonnell Douglas T-45 Goshawk in 2015.

The T-2 Buckeye has never been considered a beautiful airplane. North American didn't design it to be the sleekest thing in the sky. Instead, they made it simple, reliable, and extremely tough so that it could take merciless beatings as students figured out their way around an aircraft carrier flying a jet aircraft. North American also designed it to be extremely stable and forgiving. The straight-winged T-2 earned a special place when it came to advance spin training. Even today, the Air Force's Test Pilot School at Edwards Air Force Base contracts sometimes one of the five still airworthy Buckeyes in private hands for this special kind of training. Every jet-qualified Naval Aviator and virtually every Naval Flight Officer from the late 1950s until 2004 received training in the

T-2 Buckeye,

In total 529 trainers were constructed by Rockwell International Corp. at Air Force Plant 85 near Columbus, Ohio. Buckeye was designed in the mid-1950s using proven technologies whenever possible, it shares its wings with the FJ-1 Fury, one of the Navy's earliest jet fighters.

Over the years, the T-2 came in three primary configurations, the T-2A having just one Westinghouse J34 engine and was introduced in the late 1950s. The B-model introduced the two-engine concept, which made the trainer safer to fly. But it would not be until the C-model entered fleet service in 1968 featuring two non-afterburning J85 engines (similar to those used in the Air Force's T-34 Talon), that the ultimate T-2C variant configuration would be established. For armament training, the aircraft is equipped with underwing strong points to carry bombs, rockets or gun pods, as well as an arresting hook for carrier landings. Most of the 2Cs have been replaced by the T-45 Goshawk, mainly used for the advanced training program, replacing the TA-4J Skyhawk. Some, however, remain in service around the fleet in various roles, as well at the Naval Test Pilots School at NAD Patuxent River, Maryland.

The Buckeye was well designed for field maintenance conditions, with serviceable components installed at waist level or lower. Thus, the need

for stands and ladders for most routine maintenance, including fueling, was eliminated.

The T-2's cockpit was designed to closely mirror that of the T-28 Trojan, also a North American product. The T-28 Trojan was a piston-engined military trainer aircraft used by the United States Air Force and the United States Navy beginning in the 1950s. Besides its use as a trainer, the T-28 was successfully employed as a counter-insurgency aircraft, primarily during the Vietnam War. It has continued in civilian use as an aerobatics and Warbird performer. Actually, both aircraft are quite similar in their design philosophy, which is not a surprise considering their recorded descent and mission.

For the last 20 years of its career, the T-2 served alongside the T-34C Turbo Mentor and the TA-4J Skyhawk, and later the T-45 Goshawk, when it came to training Naval Aviators and Naval Flight officers that found themselves in the strike fighter training pipeline.

While training more than 11,000 student pilots to fly no less than 18 different models of this Navy jet trainer, the Buckeye established an outstanding record of safety and reliability for many years. However, as the machine has aged it developed some problems, even being grounded for safety reasons three times in 1997 alone. After over a half-century of service, the North American T-2 "Buckeye" jet trainer finally left the navy trainer fleet.

Commanding Officer of squadron VX-20 Cmdr. William Selk and retired

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T-2C Buckeye

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naval aviator Kent Vandergrift who conducted the final flight on 25th September 2015 in aircraft 320, commented on that historic date: “we are sad to see her go, but we are thankful for all those years of faithful service. The T-2 has earned its place in naval aviation history many times over.”



General Characteristics

Design: North American.

Primary Function: All-purpose jet trainer.

Contractor: Rockwell International Corp.

Date Deployed: First flight, January 1958; Operational, July 1959; First flight of T-2C, April 1968.

Propulsion: Two General Electric O85-GE-4 turbojets (2,950 lbs thrust ea.).

Length: 38 feet 8 inches (11 meters).

Height: 14 feet 9 inches (4.7 meters).

Wingspan: 38 feet 2 inches (10.3 meters).

Weight: Take-off maximum gross, 13,180 pounds (5,931 kg); empty 8,115 pounds (3,652 kg).

Airspeed: 521 miles per hour (834 km per hour).

Ceiling: 44,400 feet.

Range: 910 miles (1,456 km). Phased out, in favor of the Boeing/BAE T-45 “Goshawk”.

Crew: Two (instructor pilot, student pilot).

Armament: Provision for gun pods, bombs or rockets under wings.

3/10/2018 • Last AirShow meeting before the show - Standing room only



An unusual POW camp reconnaissance flight

By Larry Champion

During my full year's tour in Vietnam, I flew with Detachment 1 of the 460th Tactical Reconnaissance Wing. We were a special reconnaissance organization known as the "Moonglows", organized under the Big Safari Program. The Big Safari Program managed most of the highly classified state-of-the-art special reconnaissance programs around the world. Our mission was known as the Patricia Lynn Program and was manned by volunteer crews. I learned about the program while I was flying for another Big Safari Project known under the code names of Rivet Slice, and Rivet Chip. After talking to several former crew members from the Patricia Lynn Program, I decided to volunteer.

Our aircraft were specially modified RB-57E Canberras, the American version of the Valiant Air Command's British Canberra. General Dynamics, in Fort Worth, Texas, modified six B-57 aircraft into the RB-57E configuration. Two planes were shot down and four survived the war.

I learned why the detachment only accepted volunteers for crew duty after I finished Jungle Survival School in the Philippines. After our "graduation ceremonies", as we were filing out of the room, we noticed 2 guys wearing business suits. As I passed one of them, he called my name along with a few

others and asked us to come into another small office...uh oh.

Their briefing started out "you guys are assigned to the aircraft which are among the 10% most likely to be shot down". So we had to spend another 2 weeks in a class on how to conduct ourselves in a POW environment/camp. What we learned about conditions in POW camps was extremely unpleasant and included painful torture by the North Vietnamese captors.

One of the missions flown by the Moonglows was known under the code name of "Bright Light". This type of mission was flown under the auspices of the Joint Personnel Recovery Center (JPRC) and required us to fly over known or potential POW camps/prisons to maintain surveillance. Our reconnaissance photos were frequently used as input to plans for raiding these places to free POWs.

One of the most unusual Bright Light missions I flew occurred when I was part of the "ready crew" after the routine morning reconnaissance missions had departed. We got a phone call from Headquarters saying that a Priority One, Fly ASAP, Bright Light package was coming down. We sent a crew out to preflight a plane, while we waited to see what the mission would entail.

The Operations Order stated that local intelligence had reported one or more American

POWs being held near the Parrot's Beak region of Vietnam. That was only a few minutes flight from Tan Son Nhut Air Base where I was stationed. The order directed us to fly as low as possible using our high definition cameras to confirm the location.

At our normal high-threat cruising speed of 360 knots, we had to fly at 2000 feet or higher because of camera capabilities. In order to eliminate blur, the camera lenses actually had to move or tilt fore and aft to compensate for the speed of the plane. The photo interpreters and intelligence analysts wanted us to fly much lower than normal to get the details that they wanted. This mandated that we fly much slower to prevent blurring of the images. The pilot and I discussed risks and techniques that would allow us to get the details needed by the analysts. Using the planning documents and technical manuals for the cameras, we decided we could get the detail desired by the intelligence analysts if we flew at about 900 feet and 155 knots or so. 165 knots was our minimum single-engine control speed so we had to get special permission to fly that low and slow. It took longer to get that special permission than it took to fly the mission.

The op order also stated that we must not alert the enemy that we knew they were there and were photographing the site. Therefore, we had to come up with a cover story that would explain why we were flying so low and slow.

We noticed an army air base near the target with a very short runway that was nearly

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An unusual POW camp reconnaissance flight

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aligned with the target, so we discussed the propriety of flying a low approach at the Army base and deviating a short distance off the centerline and “get” the target. Once that was approved, as Navigator, I got the task of flight-planning and finding all the waypoints we needed in order to fly over the pinpoint target.

So, we flew the mission...

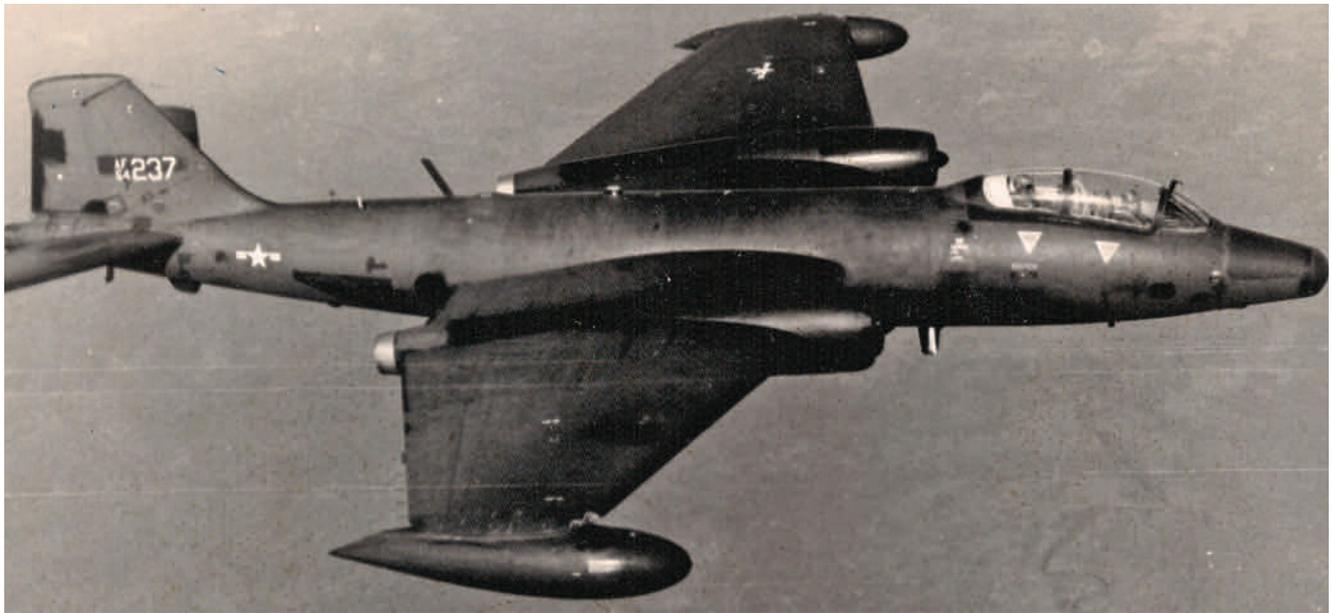
When we approached the target, the pilot lowered the landing gear and flaps, and I started the cameras at max speed and with maximum vibration reduction. I could just imagine the gyrations those big cameras must have been going through to capture a good picture. We returned to base with less than an hour of combat time logged.

Pilot and Navigator were both

extremely busy during the mission, way too busy for any sight-seeing.

After we landed, we saw why the ‘rules of engagement’ required us to fly higher and faster in high-threat areas. The ground crew had to patch a few holes caused by small arms fire.

We got our mission grade the next day. They told us we got 100% coverage of the target area, but they wouldn’t show us the pictures we got...they were classified at a code word level that we weren’t cleared to see.



The Canberra (pictured below) is an English Electric Canberra TT.18 and is on display at the VAC



Waiting to be painted



In restoration being painted



Ain't she purty?

In 1951, the British RAF flew two Canberras across the Atlantic to participate in a fly-off competition against several American-designed bombers. The Canberras won the competition easily. The American government then licensed the design from the British government and awarded a production contract to the Martin Aircraft Company in Baltimore, MD. Martin made a couple of very minor changes to the British design and produced the USAF B-57A bomber, the first of a long line of American versions/modifications of this venerable design. Three of these American modified aircraft are still in operational use today by NASA.



Personnel Officer's Report

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Well here we are on the heels of our 41st Air Show, while better than we had anticipated end of last year, we are still settling up and cleaning up for what turned out to be an outstanding event!

I would like to thank all my Personnel staff, Randy Wheeler, Bill Bentz, and Holly Petrucci for putting up with my sometimes demanding personality while trying to get total control of the Volunteer database. It has been a long hard fought battle, but I believe we have a much better understanding of the rigors of this product.

I would also like to personally thank all our wonderful Member and Volunteer staffs that came out to support the Valiant Air Command at the Air Show. Collectively, we had an impressive 9500 Hrs of Volunteer help from 4-1 thru 4-11. If we had to pay, even minimum

wage, for these outstanding volunteers that would add up to an unbelievable \$75K in value to our event. Thank you and please know we appreciate and respect all our volunteer's time and expertise more than you can imagine. This year we not only had 245+ individual volunteers but we also had several group participants. These groups included a large presence of Civil Air Patrol Cadets, Sea Cadets from Lake Nona, and JROTC cadets from three different schools in Brevard County. Several of the parents and senior members of these different organizations also volunteered with their respective cadet groups to help in many aspects of our event. I know that I could not have done what I did for airshow without these volunteers. These young men and women are the future of our organization, I am proud to be part

of their life lessons, I hope they all become active members of our organization beyond just the Annual Airshow, we need to teach them this history.

This last quarter has been slow in the "project" department for me, the airshow is an all-consuming undertaking for all the BOD. The S-2 Project is still on hold, the OV-10G project is about a once a month endeavor, we plan to make more headway on it in the coming months. One of our Members and Volunteer on the OV-10G designed and has produced a project patch, see the folks in the PX to purchase one or several of these, funds from the sales go to the OV-10G Project as we move forward to returning her to flight. The OV-10G Project is also on our donation page, please consider helping us get her back in the air by making your tax-deductible donation to the project.

Summer is fast approaching, everyone be safe

It was hard to tell that you were at the 2018 Space Coast AirShow and not at Pearl Harbor when the Tora, Tora, Tora recreation of the Japanese attack on Pearl Harbor started.



"To Honor the Past, Educate the Future and Preserve Our Heritage"

1st Quarter Review - January, February & March 2018

The Valiant Air Command was host to the Ford Tri-Motor March 8th through the 11th



These four photos are what you would have experienced if you purchased a ride in this rare eighty nine year old classic aircraft.

Some of the VAC Tour Guides • January 13, 2018



- 1- Jerry Kerr, 2- David Macon, 3- Jim Page, 4- Mel Abott, 5-Bill Teixeira, 6- Mark Driscoll, 7- Robert Barrows, 8- Richard Lanoue, 9- Randy Bushee, 10- Todd Stewart, 11- George Moruska, 12- Gordon Hewitt, 13- Carol Tarrell, 14- Curt Whitman, 15- Ken Lathrop, 16- Greg Vachon, 17- Kaila Comeau, 18- Erik Kramer, 19- Larry Champion, 20- Dan McAlexander, 21- Bill Bentz, 22- Don Henry, 23- Bill Brown, 24- Steve Falusi, 25- Jeremiah Turcot, 26- Cecil Berry, 27- Dave Hart

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